



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

**REPLY TO
ATTENTION OF**
**YBOR CHANNEL TURNING BASIN EXPANSION AND BENEFICIAL USE OF
DREDGED MATERIAL IN GARRISON CHANNEL
TAMPA HARBOR
HILLSBOROUGH COUNTY, FLORIDA**

FINDING OF NO SIGNIFICANT IMPACT


I have reviewed the Environmental Assessment (EA) of the proposed action. This Finding incorporates by reference all discussions and conclusions contained in the Environmental Assessment attached hereto. Based on information analyzed in the EA, reflecting pertinent information obtained from other agencies and special interest groups having jurisdiction by law and/or special expertise, I conclude that the proposed action will have no significant impact on the quality of the human environment. Reasons for this conclusion are in summary:

1. The proposed work would not jeopardize the continued existence of any endangered or threatened species. The standard manatee protection conditions would be implemented.
2. Pending completion of consultation with the State Historic Preservation Officer, we anticipate their concurrence in the U.S. Army Corps of Engineers' determination that there would be no effect on sites of cultural or historical significance.
3. State water quality standards will be met.
4. The proposed project has been determined to be consistent with the Florida Coastal Zone Management Program.
5. Measures to eliminate, reduce, or avoid potential impacts to fish and wildlife resources will be implemented during project construction.
6. Benefits to the public will be increased safety in the turning basin and navigation channel, and the continued local economic stimulus.

In consideration of the information summarized, I find that the proposed action will not significantly affect the human

environment and does not require an Environmental Impact Statement.

29 FEBRUARY 2000
Date



JOE R. MILLER
Colonel, Corps of Engineers
Commanding

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29/02/00
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Fonferek/CESAJ-PD-ER/2803/
Birchett/CESAJ-PD-ER
Dugger/CESAJ-PD-ER
McAdams/CESAJ-PD-EE
Smith/CESAJ-PD-E
Strain/CESAJ-PD-P
Duck/CESAJ-PD
Murphy/CESAJ-DP-I
Pike/CESAJ-OC
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L:/group/pde/ybor/fonsi

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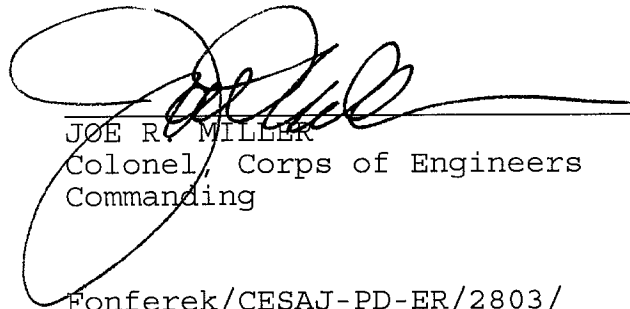
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29/04/00
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L:/group/pde/ybor/fonsi

February 2000

Environmental Assessment

**Construction and Beneficial Use of Dredged
Material**

Tampa Harbor – Ybor Navigation Channel

Turning Basin

Hillsborough County, Florida



**U.S. Army Corps
of Engineers
Jacksonville District**

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FIGURES

FIGURE 1, TAMPA HARBOR

FIGURE 2, LOCATION MAP-YBOR TURNING BASIN

FIGURE 3, DREDGED MATERIAL MANAGEMENT AREA CMDA-2D

FIGURE 4, SELECTED PLAN – YBOR TURNING BASIN

FIGURE 5, OYSTER BED RELOCATION

TABLES

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APPENDIX I, SECTION 404(B)(1) EVALUATION

APPENDIX II, FISH AND WILDLIFE COORDINATION ACT REPORT

APPENDIX III, PUBLIC COORDINATION

APPENDIX IV, HTRW ASSESSMENT

APPENDIX V, COASTAL ZONE MANAGEMENT CONSISTENCY DETERMINATION

APPENDIX VI, ENVIRONMENTAL COMPLIANCE

APPENDIX VII, ESSENTIAL FISH HABITAT ASSESSMENT

1. Purpose and Need for Action

1.1 Introduction.

This Environmental Assessment is being prepared in response to a request for a supplemental report to the Survey-Review Report on Tampa Harbor, Florida, dated February 1970. The Survey-Review Report considers the needs of deep-draft navigation for deeper and wider channels to the various terminals with particular reference to high-volume bulk commodity movements transported in very large oceangoing carriers. The Survey-Review Report summarizes the results of engineering, economic, environmental and institutional studies of navigation problems and recommends a plan of improvement. The District Engineer completed the study in response to the study resolutions and presented his recommendations in the Survey-Review Report dated February 1970. The District Engineer recommended that the existing Corps of Engineers' project for Tampa Harbor, Florida, be modified to provide for enlargement of the deep-draft channels. The Division Engineer completed his review and concurred with the District Engineer's recommendations on 8 October 1969. The report was subsequently reviewed by the Board of Engineers for Rivers and Harbors (BERH). The BERH, in their report dated 9 February 1970, deemed an allowance of two additional feet was necessary for the safety and ease of navigation. Part of the recommendations included the following:

- Deepening Ybor Channel to 40 feet at a width of 300 feet
- Enlargement of the turning basin at the entrance to Ybor Channel to a depth of 42 feet and an additional width of 200 feet on the southwest edge of the present basin.

The Chief of Engineers reviewed the reports of the District Engineer, Division Engineer and BERH. In a report dated 19 June 1970 the Chief of Engineers concurred in the views and recommendations of the BERH. In response the U.S. Army Corps of Engineers prepared a report entitled 'Special Studies on Tampa Harbor, Florida' in 1972. This report concludes there is no justified alternative to the authorized deepening. It recommends an under-keel clearance for Tampa Harbor of four feet in lieu of the five feet on which the depths authorized in 1970 were based. As a result, the bottom one-foot of the Tampa Harbor project is considered 'inactive'. For Ybor Turning Basin the active authorized depth is, therefore, 41 feet. The enlarged, deepened turning basin authorized in 1970 was never constructed.

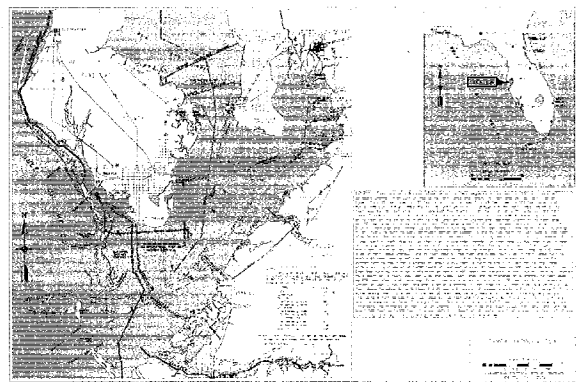


Figure 1, Tampa Harbor Navigation Project

1.2 Authority.

The study was authorized by two resolutions adopted by the Committee on Public Works, U.S. Senate, dated 18 January 1957 and 4 May 1962, and three resolutions adopted by

the Committee on Public Works, U.S. House of Representatives, dated 9 April 1957, 19 June 1963, and 23 June 1964. The Chief of Engineers approved preparation of one report covering all the resolutions on 23 July 1964. The project was authorized for construction in the Rivers and Harbors Act of 1970. The non-Federal sponsor is the Tampa Port Authority, Post Office Box 2192, Tampa, Florida 33601.

1.3 Decision to be Made.

The decision to be made is whether to construct the turning basin and where to place the dredged material; Dredged Material Management Area CMDA-2D, Hookers Point Area or in the Garrison Navigation Channel.

1.4 Relevant Issues

- a. Water quality
- b. Benthos
- d. Shell fish
- e. Fisheries
- f. Manatees
- g. Historic Properties
- h. Aesthetics
- i. Recreation
- j. Economics
- k. Navigation

1.5 Permits Required.

The construction and placement in Garrison Channel, Hookers Point or CMDA-2D would require a modification of a Florida Department of Environmental Protection Water Quality Certification in accordance with the Memorandum of Understanding between DEP and the US Army Corps of Engineers, and in accordance with Section 401 of the Clean Water Act. In addition, the work must be consistent with the Florida Coastal Zone Management Program.

1.6 Methodology.

An interdisciplinary team used a systematic approach to analyze the affected area, to estimate the environmental effects, and to write the environmental impact assessment. This included literature searches, coordination with agencies and private groups having expertise in particular areas, and field investigations.

2. ALTERNATIVES.

2.1 Introduction.

The Alternatives section is the heart of this Environmental Assessment. This section describes in detail the no-action alternative, the proposed action, and other reasonable alternatives that were studied in detail. Then based on the information and analysis presented in the sections on the Affected Environment and the Probable Impacts, this section presents the beneficial and adverse environmental effects of all alternatives in comparative form, providing a clear basis for choice among the options for the decision maker and the public. A summary of this comparison is located in the alternative comparison chart, Table 2.1, page 5. This section has five parts:

- a. A description of the process used to formulate alternatives.
- b. A description of alternatives that were considered but were eliminated from detailed consideration.
- c. A description of each alternative.
- d. A comparison of the alternatives.
- e. The identification of the preferred alternative.

